Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) A method for reducing CO emissions during part load operation of a turbine engine comprising the steps of:

(a) ~~operating a turbine engine under part load, the~~ providing a turbine engine having a compressor section, a combustor section and a turbine section, wherein the combustor section includes a plurality of combustors, each combustor including a pilot nozzle and at least one other nozzle, wherein fuel is supplied to the pilot nozzle and the at least one other nozzle of each of the plurality of combustors;

(b) selecting a first pair of combustors when the turbine engine operates under part load; and

(c) substantially restricting the supply of fuel to the at least one other nozzle of each of the first pair of combustors while continuing to supply fuel to the pilot nozzle of each of the first pair of combustors, and while continuing to supply fuel to the pilot nozzle and the at least one other nozzle of each of the non-selected combustors.

2 (Original) The method of claim 1 wherein the combustor section includes sixteen combustors.

3. (Original) The method of claim 1 wherein the at least one other nozzle includes a fuel ring and a plurality of nozzle assemblies disposed about the periphery of the pilot nozzle.

4. (Original) The method of claim 1 wherein the engine has an exhaust temperature limit.

5. (Original) The method of claim 4 further including the step of:

(d) maintaining the temperature of the turbine exhaust substantially at the exhaust temperature limit.

6. (Original) The method of claim 1 wherein the first pair of combustors are diagonally opposed.

7. (Original) The method of claim 1 wherein the pair of combustors are adjacent

8. (Original) The method of claim 1 wherein the pair of combustors are disposed at substantially 90 degrees with respect to each other.

9. (Original) The method of claim 1 wherein the compressor section of the engine includes movable inlet guide vanes.

10. (Original) The method of claim 9 further comprising the step of:

(e) moving the inlet guide vanes of the compressor to a closed position.

11. (Currently Amended) The method of claim 1 further comprising the steps of:

(f) selecting an additional pair of combustors;

(g) substantially restricting the supply of fuel to the at least one other nozzle of each of the additional pair of combustors while continuing to supply fuel to each of the pilot nozzles of the additional pair of combustors, and while continuing to supply fuel to the pilot nozzle and the at least one other nozzle of each of the non-selected combustors; and

(h) repeating steps ~~(e)-(f)~~ (f)-(g) until there is substantially zero net power out of the engine.

12. (Original) The method of claim 11 further comprising the step of:

(i) resupplying fuel to at least one of the combustors pairs.

13. (Original) The method of claim 12 wherein the fuel is resupplied to at least one of the combustor pairs in a reverse sequence.

14 (Currently Amended) A method for reducing CO emissions during part load operation of a turbine engine comprising the steps of:

(a) ~~operating a turbine engine under part load, the~~ providing a turbine engine having a compressor section, a combustor section and a turbine section, wherein the combustor section includes a plurality of combustors, each combustor including a pilot nozzle and at least one other nozzle, wherein fuel is supplied to the pilot nozzle and the at least one other nozzle of each of the plurality of combustors;

(b) selecting a first combustor from the plurality of combustors when the turbine engine operates under part load; and

(c) substantially restricting the supply of fuel to the at least one other nozzle of the first combustor while continuing to supply fuel to the pilot nozzle of the first combustor, and while continuing to supply fuel to the pilot nozzle and the at least one other nozzle of each of the non-selected combustors.

15 (Currently Amended) The method of claim 14 further comprising the steps of:

(d) selecting another combustor,

(e) substantially restricting the supply of fuel to the at least one other nozzle of the another combustor while continuing to supply fuel to the pilot nozzle of the another combustor, and while continuing to supply fuel to the pilot nozzle and the at least one other nozzle of each of the non-selected combustors, and

repeating steps (d)-(e) until there is substantially zero net power out of the engine.

16 (Currently Amended) The method of claim [[1]] 15 wherein the first combustor and the another combustor are substantially diagonally opposed.

17. (Original) The method of claim 14 wherein the at least one other nozzle includes a fuel ring and a plurality of nozzle assemblies disposed about the periphery of the pilot nozzle.

18 (New) The method of claim 14 wherein each of the combustors has an associated base load exit temperature, wherein the supply of fuel is continued to the pilot nozzle and the at least one other nozzle of each of the non-selected combustors so as to substantially maintain the base load exit temperature of each of non-selected combustor.

19. (New) The method of claim 1 wherein each of the combustors has an associated base load exit temperature, wherein the supply of fuel is continued to the pilot nozzle and the at least one other nozzle of each of the non-selected combustors so as to substantially maintain the base load exit temperature of each of non-selected combustor.

20. (New) A method for reducing CO emissions during part load operation of a turbine engine comprising the steps of:

operating a turbine engine at base load, the turbine engine having a compressor section, a combustor section and a turbine section, wherein the combustor section includes a plurality of combustors, each combustor including a pilot nozzle and at least one other nozzle, wherein fuel is supplied to the pilot nozzle and the at least one other nozzle of each of the plurality of combustors, wherein each of the combustors has an associated base load exit temperature;

when the turbine engine subsequently operates under part load, selecting a first pair of combustors; and

substantially restricting the supply of fuel to the at least one other nozzle of each of the first pair of combustors while continuing to supply fuel to the pilot nozzle of each of the first pair of combustors, and while continuing to supply fuel to the pilot nozzle and the at least one other nozzle of each of the non-selected combustors so as to substantially maintain the base load exit temperature of each non-selected combustor.